



Jun

1999



Yankee Air Museum

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Hangar Happenin's

is a monthly newsletter
for the Yankee Air Force

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Erwin Stirnweis	Paul Chu Lin
George Whitfield	George Davis
Ray Hunter	Ken Strafer
Clayton Jones	J.D. Hill
Ray Jackson	

Meeting Schedule

1st Wednesday of Month - 7:30 PM
General Membership

3rd Wednesday of Month - 7:30 PM
Board Meeting
Public Welcome

2nd Wednesday even-numbered months
7:30 PM in the "Doghouse"
Flyable Aircraft Meeting
Everyone Welcome

MUSEUM HOURS

10 - 4 TUESDAY-SATURDAY
12 - 4 SUNDAY

From the Editors' Desk:

The staff has some bad news to report. Our editor Bill Abbott's wife Lois died suddenly April 17, 1999. It is difficult to express in words how one feels at a time like this. We all extend our deepest sympathy to Bill and the family. As we wrote in an issue of *Hangar Happenin's*, Lois did much of the typing for the very early issues. She would visit us on occasion. That we all appreciated. Lois and Bill were originally from Massachusetts, and they both have a real "Yankee" ethic and sense of humor. The one thing that all of us will have fond memories of is the smile and the way that her eyes twinkled when she said something funny. Lois' "William" will be watched out for, but she will be missed.

Now on a lighter note — In last month's issue, our president Bill Hanney said that we should remember to have "FUN". We couldn't agree more. We who are here a great deal understand that what we are about is very serious. However, one of the best things about this organization is the people. If we, members and visitors, don't enjoy being together and enjoying what we are doing, no one will be left to turn out the lights. We of the *HH* staff spend a great deal of time on this publication and other things that benefit the membership and the organization. All of us understand that unless we are having fun and enjoying what we are doing, none of this is going to happen. It has been our impression that many of our visitors enjoy the fact that we are enjoying each other and what we are about.

All right, enough of that! We are now into the flying season, and have had our first open house. We hope that we are able to give you good airshow stories and of course some pictures of what has been "Happenin'." By the way, you may have noticed that we forgot to put in a photo of a "mystery member" in the last month's issue. We have some photos; it was just a case of not having enough room. We **will** have one this month. Enjoy the summer and this month's issue.

The Staff

Our internet address is:

<http://www.yankeeairmuseum.org>

Our e-mail address is:

yankeeairmuseum@provide.net

Hangar Happenin's e-mail address is:

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WELCOME to our Newest YAF Members!

**Duane Knotts * Shaun Farmer * Bill Gray *
Kerri Ann Mott (Jr. Member) * John Strader
David Sunday (Life) * Matthew Thompson *
Tom Jones * Tommy Jones III (Jr. Member)
David Williams * Angus Burch * Pat Ewing
Peggy Cope * David Robertson * Marian
Foster * Thyra Stevenson * Karl Bennett *
Robert Compeau (Saginaw Valley Division)
Keith McLeod * Raquel Burgmeier (Junior**

Visitors to the Museum

During April and May 1999 we had visitors from
15 States and Japan, Scotland, Sweden,
Germany, Belgium, France and Canada

Past Dates of Interest

3 June 1959	USAF Academy's first graduating class
4-7 June 1942	Battle of Midway
6 June 1944	D-Day
8 June 1995	Capt. Scott O'Grady rescued in Bosnia
11 June 1942	12 USAAF B24s begin bombing Ploesti refineries
13 June 1944	1st V-1 flying bombs launched against England
14 June 1940	Germans occupy Paris
14 June 1949	Pres. Truman signs National Flag Day bill
20 June 1941	Army Air Forces created
22 June 1944	GI Bill signed into law
26 June 1942	1st flight of Grumman Hellcat
26 June 1948	Berlin Airlift begins
28 June 1934	Boeing contracted to design B-17
29 June 1955	B-52 enters USAF operational service
30 June 1939	1st flight of Heinkel He176,

Winner of the May meeting

50/50 drawing was

PAUL STOJKOV

who plans to invest in lottery tickets and donate winnings to YAF !



From the Head - Office, That Is !

by Bill Hanney, President

Hi guys and gals. I'll try to bring you up to date as best I can. I've been kept up to date on events by John and Donna Day.

First off: I did not have a heart attack. By the grace of God (or whatever you prefer) I had a couple of warning signs: shortness of breath and chest pains followed by Clayton Jones' episode at the museum convincing me that I should do something.

I called the family Doc, who ran an electrocardiogram and referred me to Botsford Hospital for a stress test, and an echocardiogram. Then it was up to the cardiologist. After more questions and review came the recommendation for a heart catheterization. All things seemed so simple at this point.

After a 10-day wait, there seemed to be no rush or concern. On April 26th I reported to Botsford at 5 AM and about 8 AM the results were back. Four arteries are blocked! In 5 places! From 40% - 90% ! But — no damage to the heart itself. The bypass surgery is scheduled. Then I get an ambulance ride to Providence Hospital to get ready for surgery on Wednesday, April 28th. I practically starved to death waiting for surgery (nothing to eat from about 5:30 on Tuesday). Finally started surgery around 4 PM and I'm informed that it took about 4 hours. Doc says it was a snap — a real textbook case. If that's the case, how come it hurts? Got sprung from the hospital on Monday, May 3 and am going to go nuts having to stay in the house. Strict instruction: NO DRIVING.

I didn't want to make this whole column about me. But I feel that the message might help others to take care — and please do!

I'll be back soon, so don't give up the ship.

Bill Hanney

A DREAM COME TRUE !

To the Yankee Air Force
Willow Run Airport:

On Saturday, April 17, 1999, my wife and I received one of the greatest thrills of our lifetime. We were chosen to fly on the shakedown flight of the *YANKEE LADY* ! We had three takeoffs and three landings. It was breathtaking. We have been members of Yankee Air Force for three years now, along with our grandson Christopher Stevenson. And, I might add, that we are proud members. From the very beginning we were made to feel at home by all of the volunteers, and being able to go in and out of the "Dog House" as a member is truly a privilege.

I was too young to enter WW II, but I have had a lifelong love of airplanes with propellers on them. Of course, I love jets; but the old planes have character. They are like elderly statesmen who shaped and molded the world and still live with a private dignity that can never be denied to them.

But I digress. April 17, 1999, is etched in our memories as a blast from the past that will never be forgotten. I am writing this letter from both of us because we feel that the YAF has given us something to belong to that is solid and our grandson thinks that all the planes belong to him. He is as avid a fan as we are. We want to offer our personal thanks to the YAF for the warm glow it gives us and the feeling that we belong to an organization that is totally unique. There are not a lot of people in this world who can tell you what they were doing last Saturday, but Cynthia and I will

always remember.

Thanks again for a few minutes that we will always cherish.

Yours in membership,
Thomas and Cynthia Brodnax
#5160 #5161

Editor's note: Our readers will remember Ben Adams from the April issue of *HH*. This is the regular piece that Ben does for the 483rd Bomb Group(H) newsletter, reprinted by permission.

"HOLY SMOKE" by
Chaplain Ben Adams

As some of you know, my wife and I are going to visit Sterperone in Italy in May. I am reminded of the opening scenes in the movie "12 O'clock High" (I know the 8th got all the glory). Remember when that old grizzled veteran walked out on that English field and regressed back in time to the 40s as he heard in his mind's memory the revving up of many engines about to take off for a mission. I can imagine that that experience might be my own when I walk out on what's left of the runway, if anything, at Sterperone. I guess I can't regress back to age 19 even if I wished it! But I am certain it will be a very moving experience.

As we all know, life is a journey, even a pilgrimage as we age, towards the end of our lives when we have accrued the culmination of many years of all kinds of experience. Hopefully, we are the wiser than we all were when back then we were in our late teens and early 20s. The war was my entrance into adulthood and the beginning of my journey. What a traumatic beginning for us all, that rapidly matured us when we lost many of our closest buddies.

Those of us who survived were shocked with the realization that it could happen to us too, but miraculously we were and are still here.

Did it ever dawn upon you that there is a reason that we still are here, that we have a continuing mission in this life? I believe that and I hope you do too...that this life we own and hold is a precious jewel given to us for a while to treasure and to hold as stewards with a purpose. And what is that purpose? Is it not the Great Commandment that is basic to both the Old and the New Testaments in the Scriptures and other faiths too: "to love God and then to love our neighbor as we love ourselves."

Each of us must translate that exhortation to apply to our own unique individual lives, and all our intimate relationships. The emphasis is on the value of our life for which we are responsible stewards to equally value the lives of others whom we touch, our friends, our spouses, our kids and many others. When we truly think about it, do you see what a powerful influence we all have for better or worse, for goodness or bad? Why else did we fight if not to honor, preserve, and promote a free and good life, not only our own? Think about it!

I hope also that you will walk with me at least in spirit at Sterperone as we meditate about our life past and present and as we move towards its downside. Hopefully, can we say in our innermost heart of hearts that we have accomplished a basically good job?... imperfect as we are!

Ben Adams – Chaplain

MISSION COMPLETE—50 Years Later

by Bruce Bockstanz 339th BS

On February 6, 1944, Lt. Jacob Kurtzburg's B-17 from the 96th BG was rammed by an FW-190, exploded and killed 9 of the 10 crewmen over Villers-Cotterets, 40 miles NE of Paris.

On July 19, 1944 another of the 96th's B17s crashed in Western Germany after all 10 crew members bailed out safely.

50 years later, a connection would develop between these events.

Part One

I was the navigator of the more fortunate crew. A friend, Dr. Bob Everett, read of my wartime experiences in a recent newspaper story. He was also a navigator whose crew had trained in 17s and was ready to come to the ETO when the war ended. He proposed that the two of us should retrace my experiences in England and Germany. We set a date in September. When we were in the final planning stage, I saw in the August issue of the 96th Newsletter, an invitation from Mayor George Bouaziz of Villers-Cotterets France. He hoped that the 96th could be represented at the celebration of their liberation 50 years ago. He explained that "very special tribute would be made to the memory of the crew of the B-17 which exploded over Pisseleux (a suburb of Villers-Cotterets)."

We arranged our schedule around their dates and became key participants in a most memorable experience. We arrived not knowing what to expect. We thought that they would recognize our presence when they dedicated what they called in the program "la stele." Our translator had identified it as a wall plaque. Instead, it

turned out to be a beautiful marble monument next to a flagpole flying the American flag. It is located in a park that also contains an older memorial to the citizens of the city who lost their lives in WW I and WW II and is located directly below where the plane blew up.

After a stirring band recital featuring American tunes, the mayor addressed the crowd and included a special welcome to Bob and me. The mayor then asked me to address the crowd. I thanked them on behalf of the 96th BG for the invitation to be present at their celebration and particularly for the monument that they were dedicating to Lt. Kurtzburg's crew. I expressed our gratitude for their compassion for the nine men who died and for the lone survivor, Joe Pino. I thanked them for the wartime heroism of the French Resistance who helped so many of our airmen survive and escape.

The first ceremony on Sunday was at a hillside just outside of town where a French fighter pilot crashed and died. Part of his plane lie beside his grave. We rode back to the city with Claude Avisse, who was representing the mayor of Paris. The mayor, in dedicating the new monument, paid tribute to the Americans and Lt. Kurtzburg's crew as symbols of our sacrifice on their behalf. An American Air Force Colonel from the embassy in Paris, responded by thanking the French for their efforts in our behalf. The mayor, the American Colonel and I removed the parachute covering the new memorial to the 96th BG crew. On top, looking towards the place in the sky where nine young lives were snuffed out, is an inspirational message. Later in the

program the Colonel and I laid a wreath at the new monument. It was a beautiful, inspirational ceremony.

When we left the hall after lunch for the airport, we received an ovation and shouts of "Vive les Americans," to which I responded "Vive la France!"

Conclusions from our visit:

1. The leader and people of Villers-Cotterets have a lasting appreciation of the sacrifices Americans make for them.
2. They have made Lt. Kurtzburg's crew and the 96th BG the personal symbol of their gratitude.
3. Jose Pino, the lone survivor, is their "local hero."

Bob and I were, in the mayor's words, "the living symbols of our national freedom regained at long last in that summer of 1944 and we were happy to show you all our joy and gratitude." As symbols, we humbly accept this heavy praise on behalf of those who truly deserve it.

MISSION COMPLETE

Part Two

Before visiting Villers-Cotterets, we had been in the Mittelmosel region of Germany about halfway between Trier and Koblenz, the original reason for our European trip.

Hans-Gunther-Ploes, a young German historian, contacted me in 1993. He knew where my plane crashed, had found pieces, had an eyewitness, knew the names and rank of half the crew members, the name and serial number of our B-17G (*Silver Slipper*, #4232045). We exchanged information and arranged to meet at his home in Trauben-Trarbach, one of those delightful wine producing towns on

the banks of the Mosel.

Hans is documenting all the WWII aircraft that had crashed in the Mittelmosel. He researches POW, military and individual records in Germany, the United States, and England. He locates and visits the crash sites and plans to publish his findings.

I was curious to learn why so many airplanes crashed in this area where no worthwhile bombing targets exist. He explained that because it had nothing to bomb, it was lightly defended by flak and was therefore a popular in-out corridor for bombers attacking targets in Germany. There were many air battles fought here, which accounts for the Allied and German fighters as well as the bombers. We went to Reil to meet Robert Nilles, who was 14 when he saw my plane crash. He was standing in the same place as he described how the B-17 flew level up the Mosel Valley as if a pilot were in control and looking for a place to land. (Our crew of 10 had successfully bailed out.) The two left engines were feathered. *Silver Slipper* made a complete circle to the left, nosed over and dove like a missile into an embankment next to a railroad track. There was a tremendous explosion fueled by gasoline and ammunition. (We had dropped our bombs on a ball bearing factory in Schweinfurt just before suffering massive flak damage.)

We then visited the crash site which is just 100 feet away from an entrance to a railway tunnel on a busy east-west track between Trier and Koblenz. If it had sealed the entrance, it would have had an impact on the delivery of

war materials. It did slow rail traffic for a few hours as the tail section lay across the tracks. The Germans salvaged this and other large pieces. We were joined by Karl Joseph Muller, who works with Hans in researching and recovering artifacts from the planes. He's a pilot and is fascinated by the B-17. He has a computer program that allows him to fly the 17. He can leave the pilot's chair and walk to the bomb bay and other parts of the plane. He gave me pieces from a B-17 that had crashed in a different location as well as some local Punderlich wine.

Hans and Karl searched the crash site with a metal detector. Even though they had successfully searched the area before, they found several pieces of twisted metal, Plexiglas from a gun turret, and 50mm shell casings. They gave some to me and added the rest to their large collection.

The amount of information that he has accumulated is impressive. Out of over 40 crashes in the area, there are only two on which he lacks complete data as to date, type of aircraft, crew names, nationality, etc. He has learned to identify some of the manufacturers from the markings that he finds on the pieces, including the Briggs Mfg. Co. of Detroit.

A reporter from the *Trier Volksfreund* newspaper was at the site to interview us and take pictures. A full-page spread was published October 31st. An article also appeared in the *Mittelmosel-Nachrichten*.

We next visited the "grassy knoll" where ball turret gunner Art Swaiger landed just as the plane

impacted and blew up. It was across the river from the town of Reil-Punderlich. A new automobile bridge has changed the appearance of the site, but Hans and Art agree that this is where he landed. It provides a clear view of the crash site. The plane passed closely over Art's head as he drifted to the ground. He watched while it circled and headed into the embankment. A P-38 was circling as Art floated down. The pilot saluted as he left. The eyewitness remembers three P-38s in the area. They had escorted us ever since we dropped out of formation and flew alone on two engines and badly damaged controls. Likely their presence kept German fighters from pursuing an easy target. Thank you, little friends.

While in Germany, we stayed with relatives who live in Kesten, about 10 miles from the crash site. They own the Jungling-Bockstanz Winery. If I had known that they were there 50 years ago, who knows? I might have spent 11 months in their cellar drinking delicious Reisling wine instead of the ersatz coffee in Stalag Luft I.

The final leg of the trip found me back at the old airbase at Snetterton. Here our most hospitable 96th liaison, Geoff Ward, treated us to a most fascinating tour. This included our Museum and Learning Center where, thanks to Eccles School Headmaster, Sean Simington, the combat history of Snetterton's Falcons is displayed with dignity and dedication.

While walking the weather-beaten, cracked runway, I reached down and added a piece of crumbling concrete to my

memorabilia. I had hurtled down this runway to Schweinfurt fifty years ago. Suddenly I felt very good. Although it had taken half a century, I had not only represented the 96th at the liberation ceremonies of Villers-Cotterets, but I sensed that I had finally completed a very long mission.

Editors' note— Bruce Bockstanz #2356 WR wrote this article for the 96th BG Newsletter, of February 1995. Used by permission.



Kudos For Hard Work !

Congratulations to Y.A.F. Member Donald F. Hedge (#5147), who graduated from Eastern Michigan University on Sunday, April 25, 1999. He received his Master of Science degree in Geology/Geography. Don has spent about three years in preparing his thesis: "GROUND TRUTH: Willow Run." It tells the metamorphosis of the Ford bomber plant and the 3509th Army Air Force Base (site of the Yankee Air Museum) from military utility to a University of Michigan research center to a completely civilian environment.

Don's work involved digging into some forgotten history of the area and documenting the surviving structures of the original complex. This included spending many extremely cold weekends in the area photographing and measuring the remaining original structures. This was in addition to working a full-time job at the GM Powertrain Division. He is to be congratulated on this great accomplishment. **H. Sherman**



BARRY'S BRAINBUSTER for JUNE

Who invented charcoal Bar-B-Q briquets, and who was the first to use them? Answer is somewhere in this issue – and we think we have



CONGRATULATIONS !!!

The Yankee Air Force has another of its members who are now published authors! In the May issue of the British magazine "**FlyPast**", our very own Richard "Chief" Rice had his article about our OV-10 Bronco published. The people from "**FlyPast**" will be here at the Museum later this summer and plan on taking some more photos of the airplane for a future piece in an upcoming issue. We hope this does not mean that Dick will be wanting a raise in pay and his own parking spot! Congratulations, Dick, on a very special restoration job and a good article.



Help!!!!

We received an e-mail message recently from George Binson #2177WR. He would like to find anyone who attended Detroit City Airport Aero School, from 1939-42.

This is the same class he was in and any help would be appreciated. The instructor's name was Mr. Love. Send any information to us at HH, Room 223, P.O. Box 590, Belleville, MI 48112-0590. Thanks.

Commemorative Brick Walk

by Marci Sivick #4599WR

We are developing a **Commemorative Brick Walk** at the flagpole site. The bricks are being sold to commemorate individuals or groups and war heroes. Some of the purchasers have dedicated bricks to family members, businesses, veterans and service organizations.

The proceeds from the sale will go to the building fund for the new Museum. I am proud to announce that the **Brick Walk** is a success and the construction began on April 26, 1999.

We have two more stages to go through. When completed this will be a real asset to the **Yankee Air Force**, plus those who participated in buying a brick will go down in history. The **Commemorative Brick Walk** symbolizes the honor and pride we feel in serving the men and women who have sacrificed so much for our country.

I have met many special and dedicated volunteers at the **YAF** and I have a special place in my heart for them and I offer them my sincere thanks!

Editors' note: Order forms are available in the hangar. Purchase of a brick is tax deductible, as well as allowing you to remember someone special.





D-Day ... June 6
It was 1944,
55 years ago ...
but never to be
forgotten!

D-Day ... a Day of Decision ... a
Day of Dying ... a Day of
Deliverance.

"*Saving Private Ryan*," a movie so realistic it made grown men weep ... especially those who lived through it and still relive it every day. In France, on June 5, 1944, General Dwight Eisenhower paces the floor of his makeshift office, a mobile house trailer. Eisenhower had to make the decision to postpone the June 5th day of the Allied invasion to June 6th, with hopes of calmer seas. After June 6th, the weather would again return to storms. The thousands of troops were ready to go. They were getting seasick in the flat-bottom landing boats. Some were afraid they would die in the invasion and some wish they could die, they were so sick.

In Germany, about 500 miles away, German Field Marshall Rommel, known as the "Desert Fox" who won battle after battle against the British in North Africa, was brought back to Germany to help set up the fortification of the beaches of Normandy. Rommel masterminded the enormous concrete bunkers that were armed with artillery, machine guns and land mines that resembled huge jacks (like little girls played with). They were designed to rip open the bottoms of landing boats. Rommel knew an invasion was soon to take place. He even had the fields flooded to make a swamp to prevent airborne

attacks. Rommel felt certain the invasion would not be the 6th of June.

On June 6th the waves were lashing on both sides of the English Channel. Rommel felt safe and at peace to have the day off from the war. It was his wife's birthday and he wanted to spend the day with his family. That night Rommel slept soundly because communications were cut off and his staff thought only a few paratroopers were landing and there was no reason to disturb Rommel on his vacation.

On another Allied beach, code name "Utah," General Theodore Roosevelt, Jr. (son of former President Teddy Roosevelt) studies his map after the landing, only to find that due to the smoke and confusion of the pilots of the landing boats, the 4th Division landed more than a mile from their target, which actually saved them as the Omaha Beach was defended by hundreds of German soldiers.

Four months after D-Day, Field Marshall Rommel was dead. He had been forced to take poison after he participated in a plot to assassinate Adolph Hitler.

General Dwight Eisenhower retired from the Army shortly after World War II. He later became President of the United States.

On Normandy beaches today, there are many plaques and markers indicating sites of individual action. The simple wooden sign that stands near the cliffs of Pointe du Hoc reads ... "HERE THE WARRIORS SLEEP. THE CHAOS OF BATTLE HAS UNITED THEM FOR ETERNITY."



To: Yankee Air Force Board
From: William Colwell
Re: Y to K problem

Our staff has completed the 18 months of work on time and on budget. We have gone through every line of code in every program in every system. We have analyzed all databases, all data files, including backups and historic archives, and modified all data to reflect the change.

We are proud to report that we have completed the "Y to K" date change mission, and have now implemented all changes to all programs and all data to reflect your new standards:

- Januark
- Februark
- March
- April
- Mak
- June
- Julk
- August
- September
- October
- November
- December

As well as: Sundak, Mondak, Tuesdak, Wednesdak, Thursdak, Fridak, Saturdak.

I trust that this is satisfactory, because to be honest, none of this Y to K problem has made any sense to me. But I understand it is a global problem, and our team is glad to help in any way possible. And what has the year 2000 have to do with it? Speaking of which, what do you think we ought to do next year when the two digit year rolls over from 99 to 00? We'll await your further direction.

Wm. Colwell and team

(Special thanks to K. Miller who sent this along. Our apologies to Mr. Colwell - yeah, right!)

RESTORATION UPDATE OF THE WILLOW RUN DIVISION'S AIRCRAFT

by Daniel Tomczak

Flyable Aircraft

B-17

The B-17 is scheduled for a very busy flying year. Its first airshow was on May 7. It is booked for an airshow every weekend through the middle of October. The airplane is looking better than ever. There has been a lot of maintenance and restoration work accomplished over the winter under the direction of crew chief Norm Ellickson. Some of the major projects include: the total inspection of the landing gear, the replacement of an engine cylinder, replacement of #4 turbo-supercharger, complete overhaul of the cowl flap system, new main tires, new paint and upholstery on the seats, repainting of the interior and de-icer boots, updating of the radios and intercom system, new battery, certification of altimeter and airspeed indicator, new decals on the instrument panel, a new tool storage box that looks like an ammo box (which replaces a plastic milk crate), a new wider rear seat, and polishing of the exterior. Be sure to check the new additions to the aircraft that make our "Yankee Lady" the most authentic flying B-17 in the world. This includes defroster tubes in the tail turret and ammo track to the tail guns, a glide scope antenna, and the addition of oxygen bottles under the cockpit. The oxygen bottles really add color to the airplane. The crew has also acquired spare parts. This includes a brand new engine, and a spare

main landing gear. They also rebuilt a spare bomb bay door. In addition to the restoration work, the restoration crew has helped in the restoration of a B-17E in Washington by providing parts and restoration experience. The parts include a radio operator's seat, jack screws for the bomb bay doors, bomb rack rails, and brackets for the oxygen system that goes under the cockpit floor. The electrical crew helped in the restoration of the Lone Star Museum's B-17 by inspecting many turbo-supercharger components. Both museums were very happy with the quality of the Yankee Air Force workmanship.

The numbers of qualified flight crew have also increased this year with the addition of two new pilots and three new co-pilots.

C-47

The C-47 will also have a very busy airshow season this year. It even has a couple of international shows! In order to prepare for this busy flying season, the maintenance crew, under crew chief Fred Lockwood and assistant Terry Little, have been very active. The annual inspection was very involved and time consuming. Some of the major activities include the replacement of a cylinder on the left engine, calibration of the airspeed indicator and altimeter, complete magneto, and engine primer system check, replacement of some control cables, removal and inspection of the area under the main floor, complete re-rigging of the engine control system, and sheet metal repairs.

In addition, the crew has sent out a spare engine for overhaul.

Unfortunately the engine was not in very good shape, and it would have cost more to overhaul it than purchasing a new engine. So the crew searched and found a new overhauled engine for future use.

B-25

The B-25 will not fly this year. It has been decided to do some restoration work on the aircraft. Crew chief Ron Haviland is directing a dedicated group of volunteers. Restoration projects so far have included cleaning the interior, general inspection, resealing of the cockpit glass, and removal of the left elevator. The fabric on the elevator was inspected, tested, rejuvenated, and painted. The removal of the tail surfaces allows the inspection of the horizontal stabilizer attach points. The fuel tanks have been drained and the area is being inspected. This also allows access to the wing spar and attach points. Other restoration work is being done by the electrical crew who are inspecting and reviewing the entire electrical system.

The crew would like to add some parts to make the airplane more authentic. This includes the addition of dorsal turret dome and a glass nose for the front of the aircraft. The glass nose is going to be very expensive, costing around \$20,000. Hopefully one can be found, because it would really help improve the looks of the aircraft (and give the best in-flight view for the crew).

Lodestar

Restoration work continues under crew chief Don Foster. Kevin Walsh is bead-blasting the interior, and the exterior tail area. The

bead-blasting is allowing the area to be inspected for corrosion. Additional work includes repairing the horizontal stabilizer, sheet metal repairs on the fuselage, and repair of the tail wheel strut. Ray Chartier is building the cabin heat vent boxes from the blueprints. Special recognition should be given to Dick Sider who is single-handedly cleaning all of the fuel tanks.

Static Aircraft

CG-4A Glider

Crew chief Joe Kosek was amazed when he returned from Florida in the spring. The crew was very busy over the winter. The main work was on both elevators which have been recovered and painted. Under Bill Rodgers many people learned the art of fabric application. If you did not get in on the class, don't worry: there will be plenty more classes, because there is a lot more fabric on the glider. This summer the crew is manufacturing new horizontal stabilizers from scratch. Their goal is to have the entire tail complete by the end of summer. A major milestone will occur this year when the crew connects both halves of the fuselage together.

YOV-10

Crew Chief Dick Rice wrote an article for *FlyPast* magazine on the history and restoration of this famous aircraft. He also had a long conversation with former test pilot and current airshow performer Bob Hoover, who flew the YOV-10 when he worked at North American Rockwell. Restoration is progressing well. It is planned to take this aircraft to the Willow Run airshow. Restoration projects

include the addition of fuselage sponsons, machine guns, armament and rocket pods, electronic counter measure pods, and refinishing of propellers. Sheet metal projects include landing gear doors and the manufacture of a fowler flap. Elroy Myers has taken on this project which will require many hours of sheet metal work.

TF-102

Painting of the aircraft is continuing. The munitions bay is painted, and the white on the tail is about to be painted. The stencils for the tail buzz numbers have been cut and will be applied after the white tail paint dries. The rest of the fuselage is ready for primer. The crew has also made several interior instrument and cockpit covers. Crew chief Ernie Panizzoli says that he will be ready for the fuel truck on Tuesday (he did not mention which year)!

Shop

The machine shop has gone through some changes. The area has been cleaned, and the machines have a fresh coat of paint. A complete sandblasting / dust collector unit has been donated by Roger Simpson. This piece of equipment has been needed for many years. It will greatly help in future restoration projects. The shop is still looking for several other metal working machines. like a Bridgeport type milling machine, lathe, an industrial band saw, and an English Wheel. These machines would enhance the restoration capability of the museum.

MY DEMISE IS NOT QUITE ACCURATE

by Hal Sherman

Erwin Stirnweis' item about me in the May issue is not quite accurate. His article made it sound like I was going to retire from the Library, but that is not the case. It is true that at the end of 1999 I want to stop being responsible for cataloging books and the Library needs someone, preferably with some library experience, to assume the cataloging duties. Many, even librarians, are not too familiar with the Dewey Decimal Classification system. To make it a little tougher, the YAF Library uses a hybrid Dewey system, which was expanded to accommodate the many facets of civil, military and war history aviation subjects. Consequently, it will take quite some time for anyone to learn the system and feel comfortable about using it. My plan is to remain a member of the Library staff and concentrate on organizing many of the historical items about Willow Run and many other archival subjects. We have many items that have been set aside until we had time to handle them and that is another area I hope to get into. Our backlog of cataloging is down to current donations but at one time we were 3 and 4 years behind. Therefore, anyone coming in to take over the cataloging duties will have time to learn the System while not looking at a big backlog. So, anyone with a dedicated interest in learning about aviation and doing a very necessary job, please come in and see about the position. The right person will love the opportunity.



DIVISION NEWS



Wurtsmith Division
Oscoda, Michigan

April and May have been busy, busy, busy — but we are now ready for the re-opening of the museum May 15. There will be a lot of new displays, since we gained the room with opening of the upstairs addition. Many thanks go to our hard-working members who brought it off.

Bruce Blair has begun to install new paneling on the skeleton of the L-19, and it begins to look like an airplane again. Reks Alto has completed the repair of the landing gear for the T-33, and is in the process of reinstalling same on the bird. Soon we'll be able to move it and reassemble.

It seems that we were misinformed about FLEX rides in the B-17 on August 15. We don't get \$100 out of each ride, but only 10%. Win a few — lose a few! There are supposed to be seven rides for VIPs. They will go to our seven most generous donors.

Willow Run informs me that we are to have an RF flown in, but they haven't said when. In the meantime, word of our fly-in seems to be getting around. I've had calls from two Air Force instructor pilots who want to fly up for that weekend in T-38s. However, we need UHF transceiver ability, and are trying to locate one. Anybody out there who can help?

We are scheduled to host the Michigan Air Tour on Friday, October 1st, and will provide 60-80 pilots with lunch at the airport. Lakewood Shores Resort has offered to put on a Golf Outing for our benefit. It remains to be seen if we can get enough volunteers to handle it. In the meanwhile, it appears that we will have a busy summer.

Jim McLaughlin, Chairman



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featuring
**The U.S. Navy
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**WILLOW RUN AIRPORT
JUNE 26 & 27, 1999**

Gates Open: 9:00 a.m.
Feature Show Starts: 10:15 a.m.

Edward H. McNamara, Wayne County Executive
Web Site: www.thethrillzone.com/airmichigan.htm

ADVANCE SALE ORDER FORM

(Mail orders must be received by June 16, 1999)

PLEASE PRINT CLEARLY

Name _____
Address _____
Daytime Phone _____
Method of Payment:
Check _____ Visa _____ Mastercard _____
Credit Card # _____
Exp. Date _____
Signature _____

General Admission (no seating)

Adult (\$15.00 at gate) **\$ 12.00**
Children (\$10.00 at gate) **\$ 8.00**
(6 to 11 years; 5 yrs. & under free)

TOTAL: \$ _____

Enclose a stamped, self addressed envelope. Mail to:
AirMichigan
Willow Run Airport, P.O. Box 826, Ypsilanti, MI 48198-0826
Advanced tickets available through June 25th at:



For further information call
(734) 482-8888

Web Site: www.thethrillzone.com/airmichigan.htm

ACTS SUBJECT TO CHANGE WITHOUT NOTICE.

To all Yankee Members: Use this order form or a facsimile of same to order tickets at the reduced rate. Please note that mail orders must be in by June 16, 1999. Yankee Air Force receives a portion of profits from the advance sales. Help your organization and not have to stand in line!

ANSWER TO BARRY'S BRAINBUSTER:

A. J. Kingsford, brother-in-law of Henry Ford, invented the charcoal briquette, made in Marquette, Michigan, with wood chips from the Model T frames.

The briquettes were first used by Henry Ford on Hines Drive camping trips with friends Thomas Edison and Harvey Firestone.



Recognize who this is? If you don't get this one, the lady **will** be very unhappy! Answer next month. We promise.
Good luck !!!!!

1999 YAF AIRSHOW SCHEDULE

B-17! C-47!	May 22-23	"Barnstorm" Static Display	Grand Rapids, MI
B-17! C-47!	May 29	Trenton Mem. Day Parade Flyby/10AM	Trenton, MI
B-17!	May 29-30	EAA Plane Fun Static Display/Metcalf	Toledo, OH
B-17! C-47!	May 31	YAF Memorial Day Open House	Willow Run, MI
B-17! C-47!	Jun 4-6	WWII Commemorative Weekend	Reading, PA
B-17!	Jun 11-12	Sidney Air Fair	Sidney, OH
B-17! C-47!	Jun 18-21	Aviation Hall of Fame Static Display	Teterboro, NJ
C-47!	Jun 19-20	"Wings & Wheels" Static Dsply	Cheybogan, MI
B-17! C-47!	Jun 26-27	Air Mich-Wayne County Airshow	Willow Run, MI
	Jun 27	YAF Dawn Patrol-Harry Browne Airport	Saginaw, MI
B-17! C-47!	July 2-4	"Barnstorm" Static Display	Marquette, MI
B-17?	July 5	Clawson 4 th of July Parade Flyby	Clawson, MI
B-17!	July 9-10	Sandusky Region Arpt. Grand Opening	Fremont, OH
C-47!	July 10-11	Sarnia Airshow	Sarnia, Ontario
B-17!	July 11	Sarnia Airshow	Sarnia, Ontario
B-17! C-47!	July 16-18	Hot Air Balloon Extravaganza	Jackson, MI
	July 17	WWII Aviation Symposium at YAF	Willow Run, MI
	July 17-18?	P-51 Mustang Fly-in/Display at YAF	Willow Run, MI
B-17! C-47!	July 23-25	Lorain County Airshow	Lorain, OH
B-17? C-47?	July 31 Aug 1	Armed Forces Airshow	Wilkes-Barre, PA
B-17! C-47!	Aug 6-8	YAF/Kalamazoo Air Zoo Aircraft Fly-in	Cadillac, MI
	Aug 8?	YAF Mid-MI Division Static Display	Lapeer, MI
B-17!	Aug 14-15	YAF Wurtsmith Division Static Display	Oscoda, MI
B-17!	Aug 27-29	Arnold Fld Airsho '99-Dyersburg AAB	Halls, TN
B-17!	Sep 4-6	Cleveland National Airshow	Cleveland, OH
B-17?	Sep 11	Ottawa Exec. Airport Open House	Zeeland, MI
C-47!	Sep 12	Ann Arbor Airport Open House	Ann Arbor, MI
B-17!	Sep 17-19	"Wings of Eagles Airshow"	Elmira, NY
		National Warplane Museum	
C-47?	Sep 18-19	St. Thomas International Airshow	St. Thomas, Ont.
B-17! C-47!	Sep 26	YAF Founder's Day Open House	Willow Run, MI
B-17! C-47!	Oct 2-3	Delaware Municipal Airport Open House	Delaware, OH
! aircraft scheduled ? scheduling not determined as of 5/15/99			

HOT OFF THE PRESS !

The Yankee Air Force has a new **P.I.C.** So, you say, what does that mean? Well, to the non-flying types it means **Pilot in Command**, and our newest is **Duane Nelson # SL 05002 WR**. On 5/14/99 he completed the flying exam and oral exam to become PIC on our B-17. This is a very nerve-wracking accomplishment for anyone, and especially on a 50+ year old airplane. CONGRATULATIONS D-WAYNE !!!!!

We indicated in last month's issue there would be a contest about the weight of the C-47. We have not had the opportunity to talk to Fred Lockwood about it; so rather than make some dumb mistakes, stayed tuned for further information.

Lastly, we could use some more stories about experiences of our members. Jim Beck, our editor of these stories, is suffering withdrawal. You have had a chance to read some really good stories and we know that there are more out there! So—please—if you have one, let us share it with everyone.

Extra lastly, we have been informed by the good people in Membership that our renewal rate is running about 30%. Although we could do better, we also are informed that for the Flight Experiences the rate is also about the same. Must be that our members are being kept informed, by someone !

The HH Staff

MUSTANG ROUND-UP**JULY 17 & 18****Y.A.F. MUSEUM****10:00 AM - 4:00 PM**

Admission \$4.00 Adults

\$3.00 Children (under 16) & Seniors

Aircraft

B-17 "*Sentimental Journey*"

Heinkel HE-111

& five P-51 Mustangs

**Gunther
Rall**

WWII Aviation Symposium

July 17 (only) 6 PM

Hors d'oeuvres & Refreshments provided

**Bud
Anderson****Speakers:****Gunther Rall** — World's highest-scoring surviving Ace, 700 missions, 275 victories on the Eastern front.**Robert Morgan** — Pilot of B-17 "*Memphis Belle*," first B-17 to complete a 25-mission Tour of Duty.**Bud Anderson** — Pilot of the original P-51 "*Old Crow*" with 16.25 victories, and Chuck Yeager's wingman.**Backdrop aircraft at symposium: B-17 "*Sentimental Journey*", P-51s "*Old Crow*" and "*Dakota Kid*".**

Speakers' presentations will last 2 hours. They will be discussing their experiences and relating to the experiences of each other. At the end of the presentations, questions may be asked and autographs and photos will be available.

Yankee Air Force members will get into the Round-Up at no charge, but will have to purchase tickets for the symposium. Tickets are \$35.00 and are available in the YAF gift shop, Rider's Hobby Shops, and the Military Art Gallery in Mt. Clemens, Michigan. Proceeds will go to the Building Fund for our new hangar. Limited number of tickets are available.

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